Strategic Regional Arterial

ILLINOIS ROUTE 59
Illinois Route 72 to U.S. Route 12

OPERATION GREENLIGHT

Illinois Department of Transportation

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 59 between Illinois Route 72 (Higgins Road) and U.S. Route 12. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still

be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 59 passes, can the ultimate improvement plan be realized.

The Illinois Route 59 SRA corridor was divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment:

Segment 1: Illinois Route 72 to Illinois Route 62 (Algonquin Road)

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide 10-foot shoulders with an open drainage system.
- Acquire 15 feet of additional right-of-way along each side of IL Route 59.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out.

Segment 2: Illinois Route 62 (Algonquin Road) to Barrington Road

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median within the existing right-of-way.
- Provide curb and gutter with an enclosed drainage system.
- Restrict all driveways to right-in/right-out.

Segment 3: Barrington Road to Main Street (Lake-Cook Road)

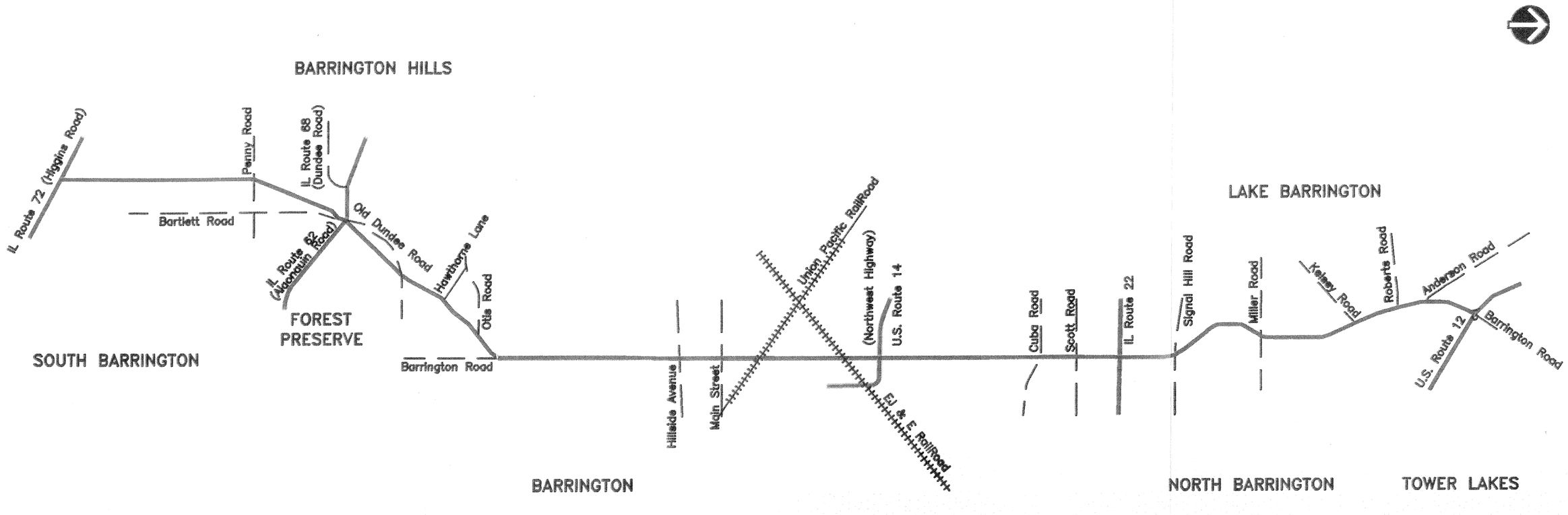
- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 4: Main Street (Lake-Cook Road) to U.S. Route 14 (Northwest Highway)

- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 5: U.S. Route 14 (Northwest Highway) to U.S. Route 12

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide curb and gutter and an enclosed drainage system.
- Acquire up to 11 feet of additional right-of-way in a few locations south of IL Route 22.
- Widen bridge over U.S. Route 12.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.



LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

IL ROUTE 59
CORRIDOR MAP
FIGURE 2.2

Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources, Inc.